

Concept Feasibility Criteria						
<i>Preliminary</i>	Relative Cost Effectiveness	Cost Effectiveness	Concept Appropriateness Relative to Existing & Projected Pop / Empl / Resid Densities	Generate or Serve Minimum Ridership Thresholds?	Minimal or No Negative Impact to Existing Facilities or Services (w/o Option of Mitigation)?	Minimal or No Existing Operational Constraints Precluding Proposed Concept?
	Cost per Rider & Cost per New Rider	Benefits vs. Total Cost			Reuse impacted facilities / services?	
Corridor						
<b>Lake City - Ngate - Ballard - DT</b>		To be completed in Stage II			To be completed in Stage II	
Elevated (Northgate to Downtown)	●		○	●		●
BRT (Lake City to Downtown)	●		○	●		●
Elevated (Lake City to Downtown)	●		○	●		●
<b>Aurora - Greenwood - Fremont - DT</b>						
Streetcar (Greenwood to Downtown)	○		○	○		●
BRT (Aurora to Downtown)	●		○	○		●
Elevated (Ballard to Capitol Hill)	●		●	●		●
Elevated (Aurora to Downtown)	●		○	●		●
<b>Ballard - Fremont - UDist</b>						
Elevated (via Fremont)	●		●	●		○
Streetcar (via Wallingford)	○		●	○		●
BRT (50th)	●		●	○		●
BRT (45th)	●		●	●		●
BRT (Loyal-Green)	●		○	○		●
BRT (Loyal-Rainier)	●		○	○		●
Elevated (via Wallingford)	●		●	●		○
<b>Lk City - UDist - Col. City - DT</b>						
BRT (25th)	●		○	○		●
BRT (35th)	●		○	○		●
BRT (Rainier Ext. - 25th)	●		○	○		●
<b>Downtown &amp; Environs</b>						
Streetcar (Smith Cove)	○		●	○		●
Streetcar (South Lake Union - North Rainier)	●		●	○		●
BRT (Madison)	●		●	○		●
BRT (Jefferson)	●		●	○		●
Elevated (Downtown Circulator)	●		●	●		○
<b>Beacon - ID - Capitol Hill</b>						
BRT	○		●	○		○
<b>West Seattle - Delridge - DT</b>						
Elevated (W Seattle to Downtown)	●		○	●		●
Streetcar (Fauntleroy to Downtown)	○		○	○		○
BRT (Fauntleroy - Wht Cntr - Downtown)	●		○	○		●
Streetcar (Admiral to Junction)	○		○	○		●
Elevated (White Center to Downtown)	●		○	●		●

Based on initial cost per rider results (\$0-\$4.99, \$5 - \$9.99, \$10+)

Review of existing Population/Employment densities and Seattle's Comprehensive Plan.  
Based on ridership per mile: 0-2000, 2001-4000, 4000+

Based on the number of noted topographical constraints and proposed technology (0, 1, 2+).

Legend

●

Best

●

○

Worst

↓

Legend

●

Best

●

○

Worst

↓